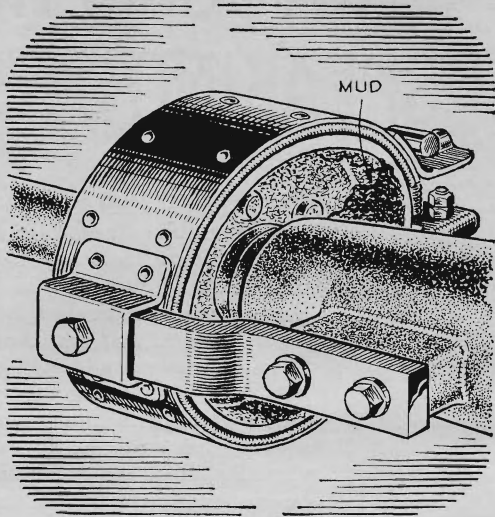




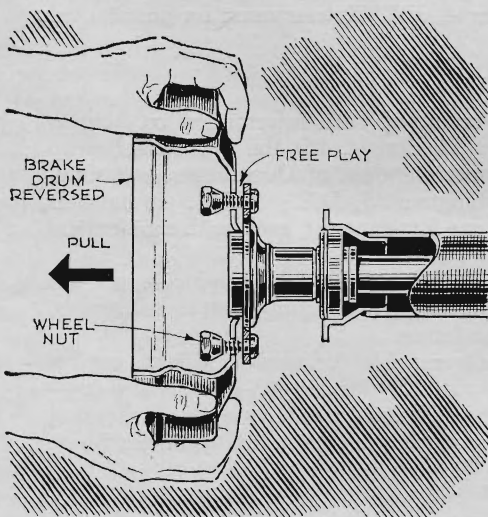
Hints from the Model Garage



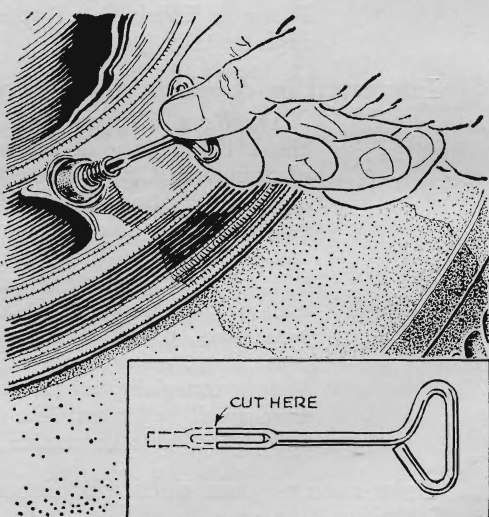
You can check an oil-change sticker from the driver's seat—when you're most likely to think of it—if you paste it on the back of your sun visor. In its usual mounting place on the door frame, the sticker does a poorer job of reminding you to change oil.



Drive-line vibration in recent standard-shift Chrysler Corp. cars with an emergency brake on the drive shaft may be caused simply by an accumulation of dirt on the brake drum. This creates an unbalanced condition. Solution: Clean the drum.

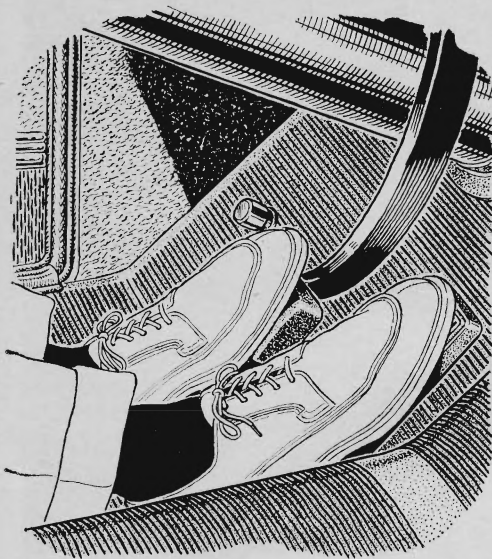


Pulling a wheel to inspect the bearing is difficult without a special puller, unless you try this trick: Reverse the brake drum, place it on the studs, and screw three nuts on part way, leaving about $\frac{1}{2}$ " of play. Grasp drum on both sides and jerk it back.

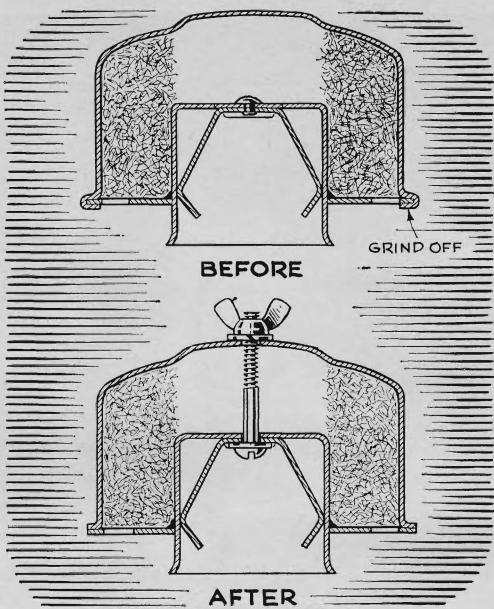


Make your own tire valve-stem wrench from one of the small key openers supplied with many coffee and sardine cans. Cut off the end of the key with a hacksaw or heavy shears and, if necessary, dress the edges of the metal with a file.

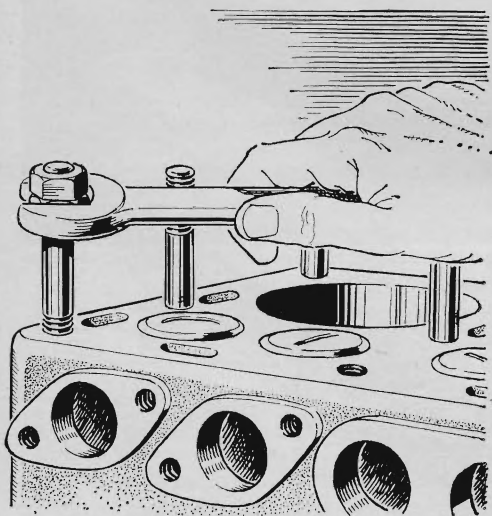
More Hints from the Model Garage



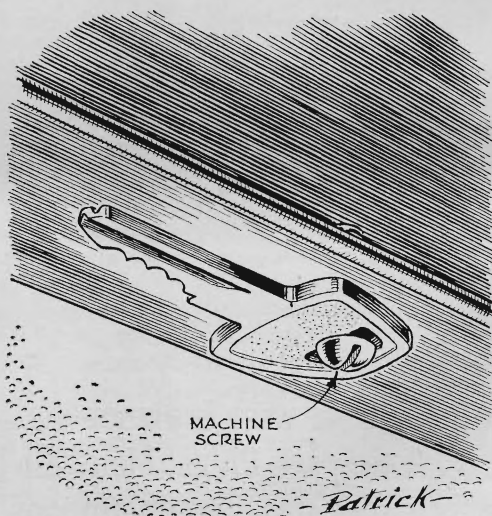
Keep brakes dry when driving through large puddles by lightly touching the brake pedal with your left foot and stepping on the gas with your right. This will hold brake linings against the drums, keeping water out and preventing fade or grabbing.



It's easier to clean the oil-breather cap on some cars if you grind away the rolled edge, drill a hole through the top of the cap, and insert a long bolt, lock washer, and wingnut. A dirty filter can be replaced with ordinary stainless-steel wool.



To remove a stud without stripping the thread, screw on a pair of nuts. Using two wrenches, jam the bottom nut against the top one. Additional pressure on the bottom nut will unscrew the stud. It's a simple matter to remove the nuts afterward.



You won't get locked out of your car if you have a spare key. Find a spot to hide the key—under the gas-cap shield, under the hood, inside a fender—and drill and tap a hole. Attach the key with a machine screw. Use a dime to unscrew the key when needed.